

## REPORT

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- a. Yugoslav Shipping Line

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CENTRAL INTELLIGENCE AGENCY

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- 2) Tonnage in commission: 18 (steam and motor) ships consisting of approximately 150,000 tons. Vessels are in good condition and vary between 4,000 and 12,000 tons (e.g. RADNIK, cargo/passenger, of 10,000; PARTIZANKA, passenger, of 9,000).
  - 3) Tonnage under construction: The 1948 building program was 40 percent fulfilled, owing to continuous disagreement between the Ministry for the Merchant Marine, the Ministry of Foreign Trade and the Federal Planning Commission. Ships now under construction include:
    - a) Yugoslavia: Four 4,000 ton M/S at the "3rd May" shipyard, Fiume. These ships were laid down by the Italians during the war and their construction subsequently continued by the Yugoslavs. The ZAGREB and the SKOPJE have already been launched; the LJUBLJANA and the SARAJEVO are still on the slips. All four are due to be commissioned before the end of 1949. Since it has proved impossible to buy turbines, all four will be powered with 2,400 h.p. Ansaldo diesels; these have seven cylinders and assure a speed of approximately 12 knots.
    - b) Abroad: Four 4,500 ton M/S in Belgium  
Two 7,000 ton M/S in Holland  
One 9,000 ton M/S in Norway.
  - 4) Financial situation: Poor; constantly in need of subsidization by the Ministry of Finance.
  - 5) Ship's Colors: Five-pointed red star on white band on red funnel
  - 6) Headquarters: Third floor of the Adria building in Fiume.
- b. Free Yugoslav Shipping Line
- 1) Manager: Captain Zoricic Bozo. [REDACTED]
  - 2) Tonnage in commission: Twelve ships for a total tonnage of approximately 100,000 tons. Ships in relatively poor condition.
  - 3) Tonnage under construction: Unknown number in Yugoslavia and abroad.
  - 4) Tonnage out of commission: JAJCE, cargo 9,000 tons, under repair at Fiume. BRAVATSKA, (ex-Liberty ship), under repair at Split. PRENJ, cargo/passenger, under repair at V. Lenac shipyard, Fiume.
  - 5) Financial situation: Good. 1948 cargo program punctually fulfilled.
  - 6) Ship's colors: Red star on white band on blue funnel.
  - 7) Headquarters: Second floor of the Adria building in Fiume.
- c. Adriatic Shipping Line

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- 1) Manager: Smodlaka Bozidar. [REDACTED]
- 2) Tonnage in commission: About 50 small vessels (between 100 and 900 tons for a total tonnage of about 25,000 tons. These ships are old and very much patched up; they consist of small steamers

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## CENTRAL INTELLIGENCE AGENCY

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used on the passenger service between Capodistria and Dulcigno-Antivari, and of some ten auxiliary vessels used on passenger services between the islands and the mainland.

- 3) Tonnage under construction: Nil. A project for the construction of two 600 ton steamers, to relieve pressure on the passenger services mentioned above, is under consideration.
- 4) Financial situation: Very precarious.
- 5) Ship's colors: Red star on white funnel.

d. Free Adriatic Shipping Line

- 1) Manager: Captain Ante Duzevic.  50X1-HUM
- 2) Tonnage in commission: 73 ships (varying between 150 and 8,000 tons for a total tonnage of approximately 45,000 tons. Ships include:

a) Steam ships:

LIKA, built about 1903, 8,000 tons  
 PROZOR, built about 1903, 6,000 tons  
 SIBENIK, built about 1899, 5,500 tons  
 TUZLA, built about 1899, 4,200 tons  
 TARA, built about 1899, 4,200 tons  
 ESTERINA, built 1947, 2,500 tons, now being rebuilt at  
     3rd May shipyard, Fiume  
 GALEB, built about 1903, 650 tons, now being overhauled at  
     V. Lenac shipyard, Fiume  
 PCELA, built about 1909, 350 tons  
 LAV, 200 ton tug  
 SOLIN, 1,000 tons, completely overhauled in 1948, on temporary  
     loan to the Yugoslav Shipping Line for passenger/  
     cargo trips  50X1-HUM  
 HERCEGOVINA, 900 tons (otherwise as for SOLIN)  
 SAN CIGI, launched 1948, now being fitted out at Split.

b) Motor ships: 19 wooden vessels, including:

PULA, 560 tons, 8 knots  
 VINKO, 340 tons, 9 knots  
 PRIMORJE, 360 tons, 8 knots  
 GORTAN VLADIMIR, 360 tons, 7 knots  
 PLOMIN, 320 tons, 7 knots  
 RABAC, 320 tons, 7 knots  
 RASA, 320 tons, 7 knots

c) Iron vessels:

ZORA, built about 1924, 500 tons, 6 knots  
 ORJEN, built about 1931, 450 tons, 7 knots

d) Auxiliary sailing vessels:

20 auxiliary sailing vessels, tonnages varying between  
 150 and 300 tons, built between 1924 and 1939, speeds between  
 3 and 5 knots.

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## CENTRAL INTELLIGENCE AGENCY

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- 3) Tonnage under construction: Twenty ships in all, as follows:
- a) Six 360 ton convertible tankers at 3rd May shipyard, Fiume. Each has three removable tanks and can therefore be used for other cargo at short notice. Speed 12 knots. Two were launched in March 1949; the other four are to be launched by August 1949. Three are to be ready for commissioning by the end of 1949 and the other three within the first six months of 1950.
  - b) The iron M/S PECINA, sunk during the war, is being practically rebuilt at the 3rd May shipyard, Fiume. She will be powered by two 350 h.p. Diesels and is due to be commissioned before the end of 1949.
  - c) The 650 ton M/S MARTINSIC, now nearing completion at the Punat (formerly Aleksander) yard at Veglia. This ship has two 300 h.p. Mann Diesels, and will be commissioned before the end of 1949.
  - d) The M/S NEREZINE, of 500 tons, is now being fitted out at Losinj. Engines have not yet been obtained. Except for engines she will be ready by August 1949.
  - e) The 450 ton M/S ATHINIA, now under construction at Gherzo, will be ready before the end of the year.
  - f) Two 750 ton M/S, the CETINA and the IGRANE are under construction at Kraljevica. They are to be powered with 300 h.p. Ansaldo Diesels and are to be commissioned by August 1949.
  - g) In addition, there are seven small M/S (tonnages less than 200) now under construction at various minor shipyards along the Adriatic coast.
6. In addition to the above shipping, now controlled by the General Directorate of the Merchant Marine but soon to pass under control of the General Directorate of Ports and Warehouses, there is a large number of small coastal craft of tonnages between 50 and 130 tons. This shipping is controlled on behalf of the state by two agencies, one at Fiume (headed by Captain Sime Smokrovic) and the other at Split (headed by a man named Stambuk). Between them these two agencies control the operation of some 180 vessels. A further 300 vessels are likely to come under their control when nationalization is extended shortly to all vessels of between 20 and 50 tons.

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